GRUMMAN plane news

Vol. 39, No. 22, November 26, 1980. Bethpage, N.Y. 11714

DC-8 Super 70 moves into high gear

First shipset goes to Tulsa next month

Next month, the first Grumman-assembled powerplants for the DC-8 re-engining program will be on their way from Calverton to Tulsa.

At McDonnell Douglas' Oklahoma facility, they will be installed on the first DC-8 Super 70 Series which begins extensive flight tests in May 1981.

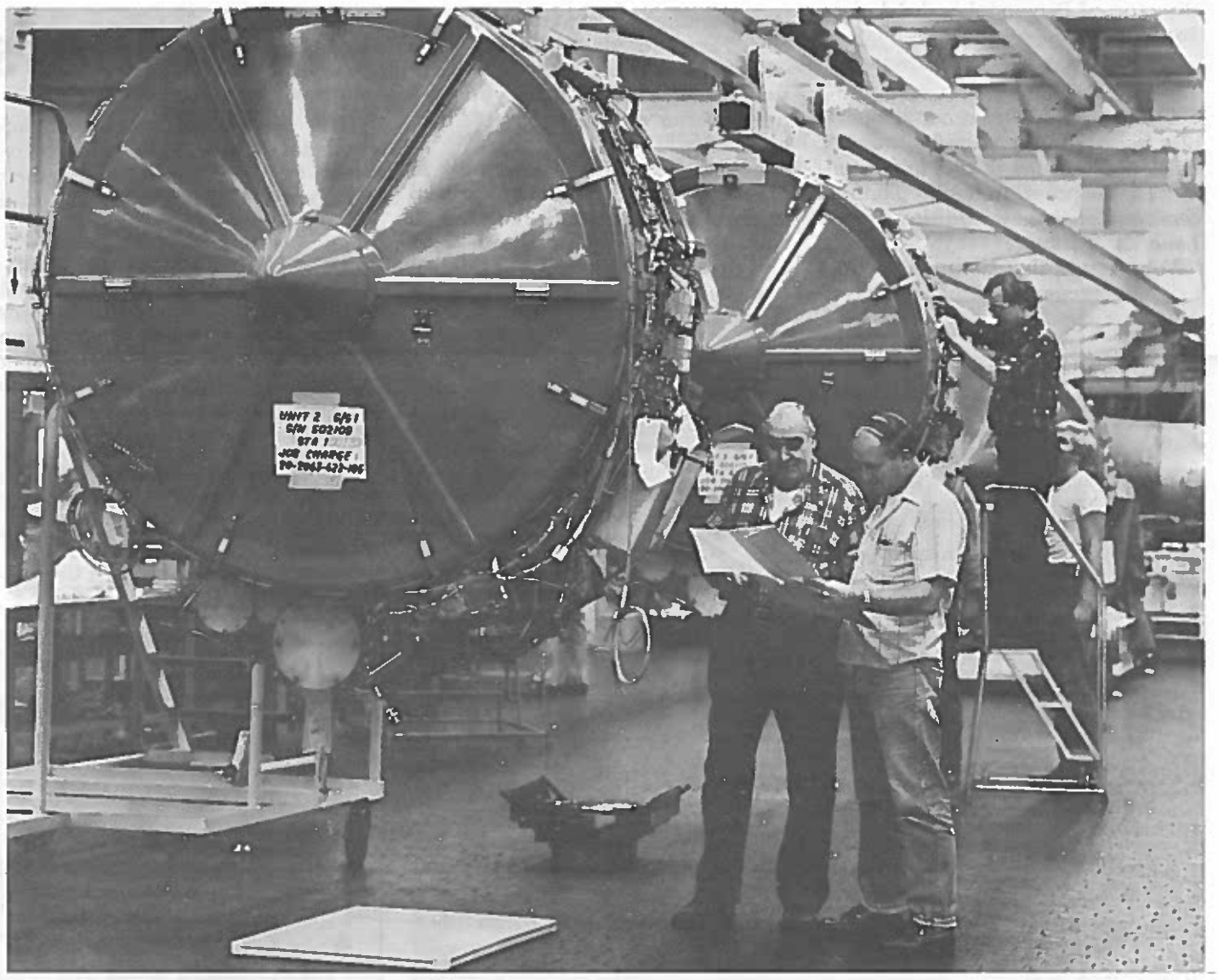
Meanwhile, the nacelles and pylons continue to take shape in Bethpage and Calverton, while in Stuart, Florida, construction is underway for a new building to house this expanding program.

"When the first shipset is delivered in a few weeks, it will be only 19 months since CAMMACORP selected Grumman to build nacelles and pylons for the new DC-8 Super 70 Series," says Ron Pond, director of Nacelle and Thrust Reverser Programs.

"The 19-month turn-around from contract award to delivery of the first product is significant," states Pond. "It normally takes at least two to three years to accomplish such a task, but we were well aware of CAMMACORP's schedule when we won the contract back in May 1979."

The Super 70 Series will be refitted with the new CFM-56 turbofan engines, produced jointly by General Electric and SNECMA, a French manufacturer. The new engines are expected to make the DC-8 the quietest four-engined airliner in service, says CAMMACORP, a Los Angeles management organization which is supplying overall program management.

Grumman's multi-million-dollar contract covers nacelles and pylons for 100 airliners and an option for 50 others. Since the DC-8 is a four-engined plane, 600 nacelles and pylons may be built by Grumman through 1985.



Rolling along. *On the 'monorail' assembly line in Plant 6, the first Grumman-assembled DC-8 powerplants are nearing completion. First delivery: December 1980. (Photo by Fred Annette)*

The company is also contracted to do the engine build-up which entails receiving a production engine, installing the pumps, generators, controls and other engine accessories as well as the Grumman manufactured cables, fuel lines, hydraulic lines, and high pressure air lines. To this assembled engine is added the nacelle inlet, cowl doors and exhaust system for a complete power plant, ready for shipment.

The schedule is challenging, but the long hours and the across-the-board teamwork are paying off handsomely for Grumman.

"We've got a profitable program off to a healthy start," states Pond. "We're right on schedule."

On September 30, a United Airlines DC-8 arrived at McDonnell Douglas' Tulsa facility to undergo modifications. The finished powerplants will arrive at Tulsa in December. The pylons will follow in February of next year.

With the first flight of the Super 70 Series test aircraft slated for mid-May of next year, FAA certification is expected by the end of 1981.

(Continued on page 5)

New benefit

Over 300 plan ahead with pre-retirement seminars

It pays to plan ahead, and several hundred Grummanites and their spouses are doing just that by attending the company's new pre-retirement planning seminars.

This marks the first year that the voluntary program was open to all Grummanites aged 55, 60 and 64. Last year, about 75 people in the same age brackets were invited on a random basis to participate in the successful pilot program.

"Eventually, we hope to have all Grumman men and women attend this pre-retirement planning seminar when they are 55, 60 and 64 years of age," says Dan Knowles, director of Personnel and Administration.

Over 300 couples

Of the 1,227 Grummanites eligible to attend the 1980 seminars, over 300 accepted the invitation.

"These pre-retirement planning seminars are a new addition to our benefits package," says Knowles. "We've found that too many people are not prepared, either emotionally or financially, for retirement. Our program is designed to help Grummanites prepare for their future."

Two evenings

Held during October and November, the company-sponsored seminars were divided into two sessions. On the first evening, participants received a program overview along with tape cassettes and workbooks for home use. A few weeks later, they returned to the Plant 30 cafeteria to question a panel specializing in Social Security, legal, investment, pension, and insurance matters.

For some attendees, it wasn't the first time they've looking into pre-retirement planning. John Solliday, Program representative for Machine Operations in Plant 25, had taken a retirement planning course at his local high school through the adult education program.

'Far superior'

"Grumman's program is far superior," says Solliday. "By using the workbook and cassettes along with your Benefacts statement, you get a much better account of your financial outlook."

Henry Dumeyer, a machinist in Plant 14, agrees. "The whole set-up is great. It's designed so you can go back and update your records. And the question-and-answer period helped clear up any problems we encountered."

Casting shadows

Climbing inflation does cast some shadows on pre-retirement plans. "I think everybody is concerned about inflation chiseling away at your retirement income," says William Schooley, a group leader in Structure Design in Plant 9. "Simply put: if it's 10 percent a year, after five years your buying power will be cut in half. It makes long range planning very difficult."

Personalized planning

Undoubtedly, many questions must be answered by the attendees themselves. How are you going to fill up your leisure hours? Where will you live? How much income will you need to pursue the lifestyle you choose? What about a second career. . .new hobbies. . . travel?

"The pre-retirement seminar planted a lot of seeds for thought," says Kitty Zawadzki, a Personnel Systems analyst in Plant 28. "In addition to supplying a good outline on how to plan, it offers an opportunity to meet others and exchange information."

Opportunity knocks

Next year, the several hundred Grummanites who celebrate their 55th, 60th or 64th birthdays will be given the chance to start preparing for their future.

Looking ahead. *Over 300 couples spent two evenings in the Plant 30 cafeteria preparing for their future. The pre-retirement planning seminars will be held again next year.*

Pensioners get a raise

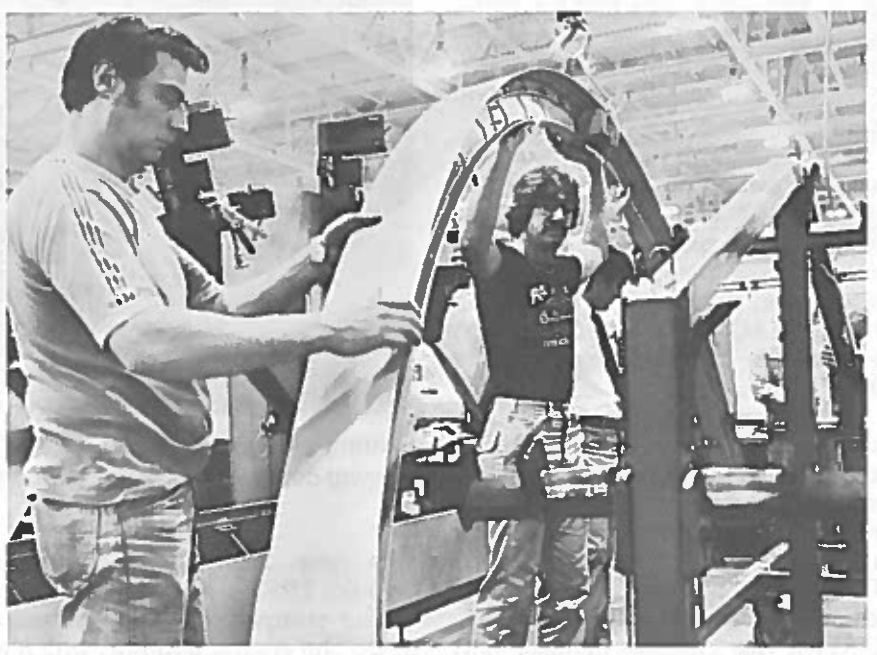
The Benefits Department has good news for 6,300 Grumman retirees or their beneficiaries: their pensions will be increased, effective December 1, 1980.

The one-time, permanent adjustment was announced in a letter sent to all eligible pensioners earlier this month. The increase ranges from $10 to a maximum of $65 per month, and is in addition to the previously granted cost of living adjustment.

Under the rules of the Grumman pension plan, pensions are increased each April 1 by up to three percent, provided the Consumer Price Index increased at least that much the previous year. Grumman's plan remains unique in this regard, since few private pension plans have an automatic cost of living feature.

"Last year," says Grumman Corporation Secretary Bob Bradshaw, "the pension plan was amended and the pension accruals of many of our long-service employees were increased. That adjustment was designed to offset the adverse impact of periods of extraordinarily high inflation on career-average pension plans such as ours.

"Since the same phenomenon has affected our retired employees as well, the pension increase was planned to help them better cope with rapidly rising living costs."



Bound for Seattle. *In the Plant 2 Major Assembly area, the first crown fittings for the 767 center wing section are being prepared for shipment to Boeing in Seattle, Washington. These are the first items shipped directly to Boeing. Of course, Plant 2 was right on schedule.*

Need a ride?

VANPOOLS: fill out application forms at your nearest ESO.

E. PATCHOGUE: to Bethpage, plt 35, 8am-4:30pm. W. Basof, x3063.

LINDENHURST: to Bethpage, join existing carpool. H. Baker, x3286/957-8301 eves.

NESCONSET/COMMACK/E. NORTHPORT: van-pool, to Bethpage, 8am shift, $60/20 days. R. Wellner, x6432.

NORTHPORT VILLAGE: wish to join existing carpool, 8am-4:30pm shift, plt 5. 757-5916 wkends.

REGO PARK/FOREST HILLS: to Bethpage, riders wanted to form carpool, 8am-4:30 pm shift. W. Weiss, x8133.

Personals

We wish to convey our sincere thanks and deep appreciation to all of Al's friends for their kind and thoughtful expressions of sympathy in our profound loss. Marie Lemlein and Family

The family of the late Mildred Cade acknowledges with grateful appreciation your kind expression of sympathy. Roberta Cade and Jean Gorczyca

Curb what? *Bethpage's guards will be testing the Curbwatt electric van.*

Electric vans spark interest

"In the factory, everybody babies them. We don't figure you guys will baby them at all." George Nelson, director of Special Products for Grumman Allied Industries, believes that Grumman Plant Protection officers will give the Kurbwatt battery-powered vehicle a real workout.

From now until April, Plant Protection will have three Kurbwatts to test drive as they make their round-the-clock patrols of the Bethpage facilities.

Built by Allied's Grumman Olson Division, Kurbwatt has an electric motor powered by 14 six-volt batteries. It has no chassis; the van's body takes all the load.

"They came to the right place to test these vehicles," says Plant Protection's Lt. Al Banker. "We'll have people operating them on all three shifts: 7 a.m. to 3 p.m., 3 p.m. to 11 p.m., and 11 p.m. to 7 a.m. Our job is to see how they'll hold up, especially during the winter."

Kurbwatt can make 350 starts and stops, going 40 miles between charges. That capability makes it a good choice for its first customer, the United States Postal Service. The Postal Service has contracted for 10 of the vehicles; first delivery is scheduled for June 1981.

In designing the Kurbwatt, Olson made use of Grumman Aerospace structural experience. Dexter Martin, a draftsman on the E-2C program, and Henri Nadworny, a structural design engineer, worked with engineers at Olson's Sturgis, Michigan, plant in the summer of '79. Their goal was to lower Kurbwatt's weight while keeping body strength up; they succeeded in knocking 400 pounds off the vehicle.

Even though the three Kurbwatts are just going into service this week, Plant Protection officers are already making suggestions for improvements. "The van is so quiet, you don't know if it's on," says Banker. "We suggested that they add some sort of buzzer."

Only a green light shines to show that the van is turned on. The motor doesn't even turn until the driver steps on the accelerator. And then, all one hears is "Hmmmmmmm..."

GRUMMAN plane news

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obituaries

PAUL T. BARTOLO of Mach. Oper-Parts Ctl., Pl. 3, died Oct. 29 at the age of 55. He had been with the company since 1956 and resided at 123 Garfield St., Massapequa Park.

HERBERT F. WEHR of Logistics Servs., Pl. 94, died Oct. 31 at the age of 52. He has been with the company since 1965 and resided at 1014 Merriam Rd., Bay Shore.

LAWRENCE FIELDS of Maint-Facil. Equip. & Gen., Pl. 6, died Oct. 31 at the age of 49. He had been with the company since 1954 and resided at Spring Street, Sag Harbor.

JOSEPH NATOWICH of Maint-Facil. Equip. & Gen., Pl. 111, died Nov. 8 at the age of 62. He had been with the company since 1967 and resided at 57 Albany Ave., Westbury.

JOSEPH M. GORDON of Electrical Installation, Pl. 6, died Nov. 9 at the age of 41. He had been with the company since 1966 and resided at 8 Belair Rd., Selden.

Barn-raising in Ga.

A 15,000-square-foot warehouse is now under construction at Grumman's Milledgeville, Georgia, composites facility. Completion is expected in February.

"They've started digging for the footings," Lew Iuliucci, Plant 66 plant manager reports. "This building will add warehouse space that we had been planning for and also replace what we lost in the storm." A storm hit the Milledgeville area in August. When it whipped through the plant its winds wrecked a 5,500-square-foot warehouse.

As for production activities, Grummanites in Milledgeville have started building the prototypes of the spoilers for Boeing's 757 jetliner. Iuliucci says that full production will start in January of next year. Tooling has already begun to arrive from Bethpage.

Showing our colors. *Vice Admirals Wesley McDonald (L) and Ernest Seymour visited Bethpage and Calverton on November 5. Hosted by Grumman Aerospace President George Skurla (second from L), they were guided through Calverton's final assembly area by Tom Merritt, general manager of Calverton Operations. McDonald, Deputy Chief of Naval Operations (Air Warfare), and Seymour, Commander, Naval Air Systems Command, also visited Bethpage laboratories for F-14 Avionics, E-2C and conformal radar.*

New program head says:

Grumman built on innovation, smart engineering

In July, Pete Oram became senior vice president of Aircraft Programs for Grumman Aerospace.

Though new to that job, Oram has been involved with Aerospace's major aircraft programs since he joined the company in 1959, fresh from a stint as an Air Force pilot.

From his first job in the Data Management Department, he was appointed assistant contract administrator on the A-2F, now A-6, program.

Oram became contract administrator of the Hawkeye program in 1963, then business manager of the E-2/C-2 programs. By 1968 he was contract manager of the F-14 program and then director of contracts the following year.

In 1970, Oram attended M.I.T. under a Sloan Fellowship and earned a master of science degree in management, then returned as program manager of the F-14 program.

In 1973, the board of directors of Grumman International, Inc., elected Oram Vice President, and he became president and a board member of that subsidiary in 1974. He held that position until returning to Aerospace this summer.

As the man in charge of aircraft programs, Oram's job is to monitor the performance of Grumman's four Navy aircraft programs, as well as the Air Force's EF-111A and the proposed Navy VTX training system. But more importantly, "My job is to make sure the competition among programs for personnel, facilities and budget dollars is fair and open," Oram told PLANE NEWS in a recent interview.

"We have to negotiate the priorities of individual programs. And then we have to work the same way with manufacturing, engineering, quality control and others to make sure that we do what we have contracted to do. We solve problems and make sure budgets and schedules are met.

"The individual programs must make a profit so that the corporation can show a profit for the benefit of our employees and shareholders."

PN: *You have only been in this job a few months but, with over 20 years with Grumman, you are obviously familiar with program operations. Have you seen any areas that need changing?*

Oram: If you look back at the last several years, the record of the company is pretty remarkable in schedule, cost, and quality performance, and I think we've been particularly successful in our dealings with the government.

It just wouldn't make any sense for me to come in and make a lot of major changes when we have successful, mature programs that will be serving our country for years to come. That doesn't mean there won't be changes as things evolve. . .people retire, production rates fluctuate. . .but I won't institute change for the sake of change.

PN: *You mention the maturity of our programs. The A-6 and E-2 programs are over 20 years old and the F-14 is already over 10. What is our secret of success?*

Oram: Smart engineering people. They designed airplanes that would last a long time. Then they made sure the aircraft could be modified electronically. If I remember correctly, 20 years ago the E-2 had a 1,350-pound hard-wired computer. I would be hard pressed to describe the electronic sophistication of today's Hawkeye. But from the outside, the airframes are remarkably similar.

None of this is new at Grumman. The F-9, designed in the late 40s, went through modifications up to an F9F-8T. As the company's first operational jet, it flew with the Navy until the early 70s.

PN: *Do you think our current programs will have such distinguished careers?*

Oram: As we have pointed out, they already have had remarkable histories. But yes, you'll see most of our airplanes operational into the next century, and in some cases well into the next century. Of course, these will be updated versions. For instance, the F-14. It was designed for 6,000 hours of flight life. Tests are now being run on how we can extend that to 10,000 hours. Once we learn what has to be done, we could run the F-14s back through Grumman — and the Navy in effect gets a brand new airplane.

PN: *That extends the life of the airplane, but don't you end up with a lot of outdated airplanes unable to do the job in the modern environment?*

Oram: After we extend the structural life, then we need systems updated to meet a changing environment. Here's where the latest electronics for navigation and weapons control systems come in. The electronics world changes so rapidly that the adversary says "What can I do to get around that?" and then we modify beyond his modifications and the game goes on and on.

PN: *But, besides the obvious political and diplomatic ones, there must be some constraints to such growth.*

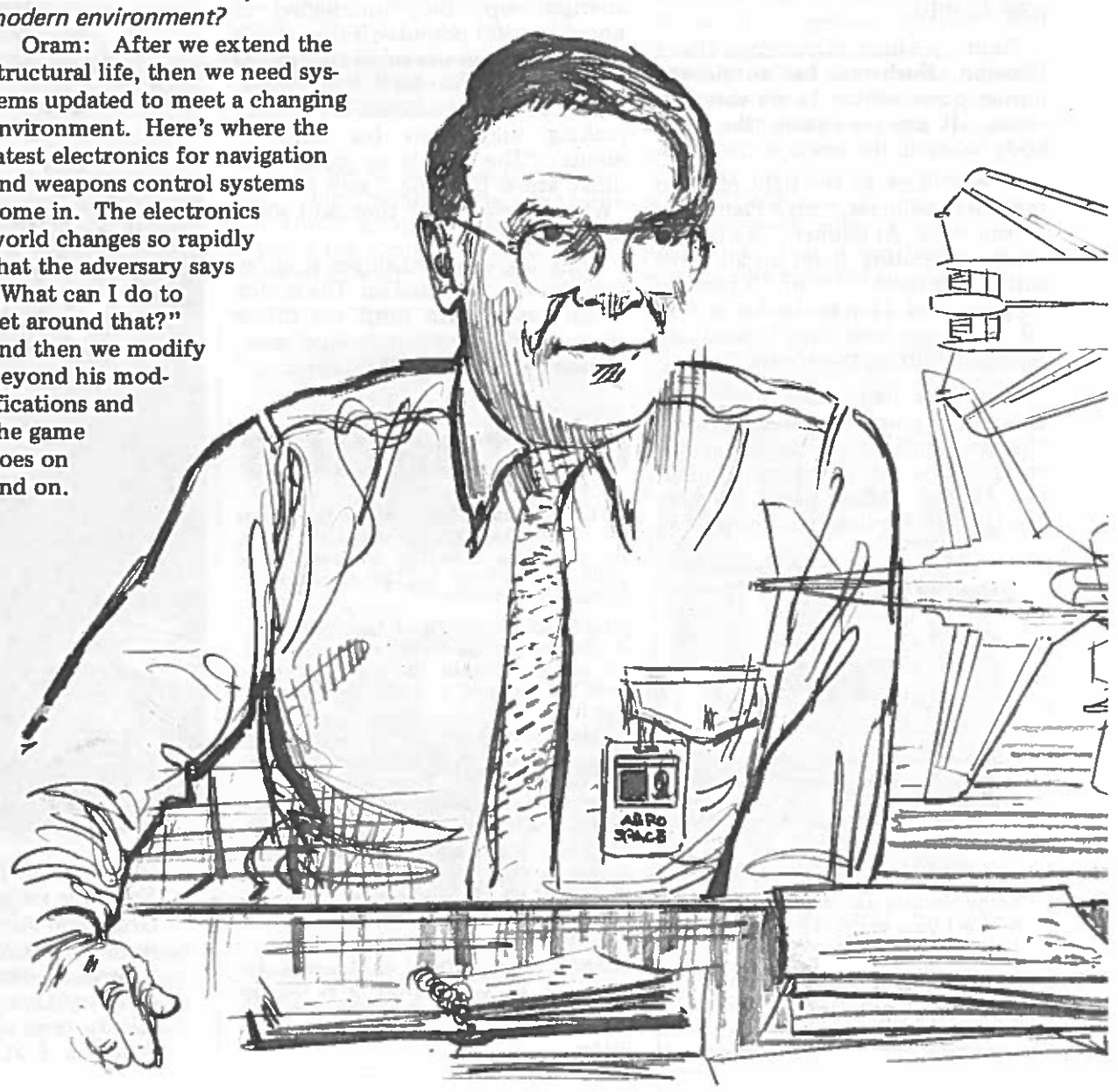
Oram: Of course. Money constrains us all. When there's a penny increase in the price of a gallon of aviation fuel it costs the services $32 million. That takes away from other areas of the budget.

Time is a constraint. If you're ever going to get an airplane built you have to meet schedules. You have to say, on this day I'm going to start testing, on this day I'm going to start building, and on this day I'm going to deliver.

Another constraint is people. I've met very few geniuses, and I'm not one of them. People have limitations too, and we'd better be aware of that in our planning. What wasn't possible 20 years ago is possible today. And what may be possible 20 years from now is not achievable today.

PN: *You must also be constrained by the sheer size of the system in which you operate. . . the thousands of subcontractors and the complexity of the customers' needs.*

Oram: I really don't view these areas as constraining. We work very closely with our procurement and quality control people to find subs that produce reliable and capable systems

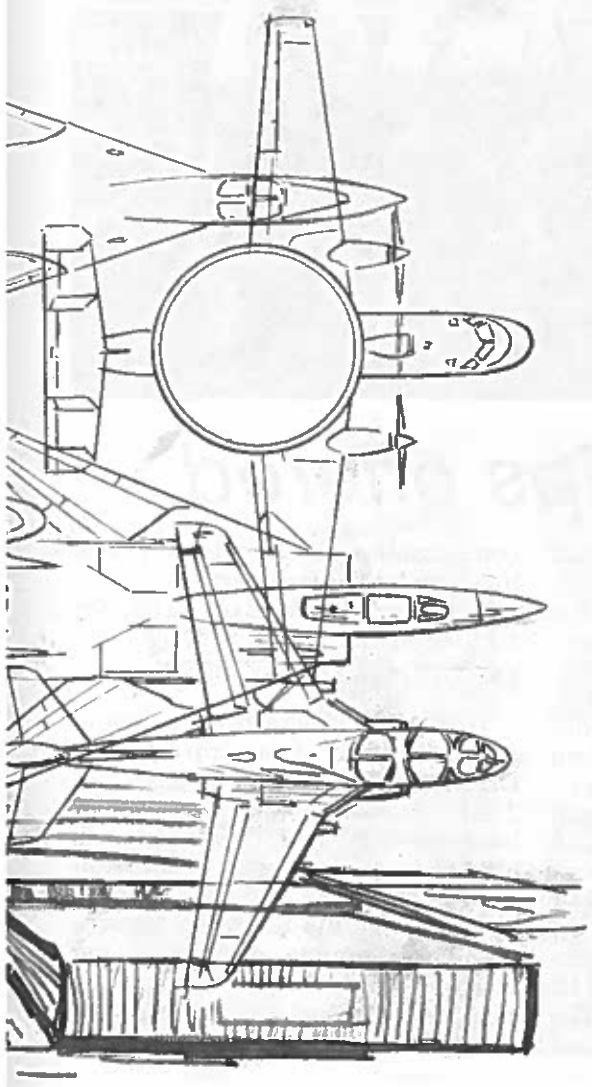


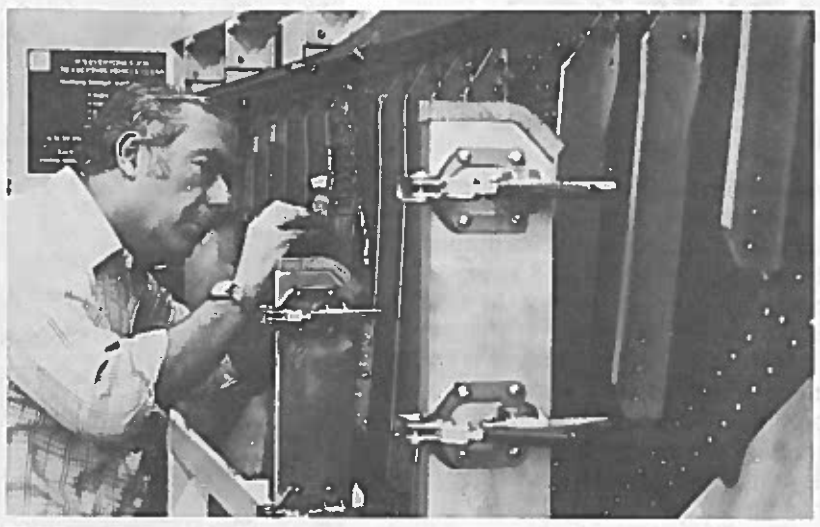
nd products. If you look at some of the major Grumman suppliers: Norden, the Hughes, the Litton, General Electric. . .you'll find we've worked together for many, many years. We work closely with companies that have unique technical talents. Each has its own area of expertise.

As for the customer, well, we have worked closely with the Navy for years, and now, with the EF-111, our relationship with the Air Force is growing. There are many areas of the Navy, from the Pentagon to the fleet, that we need to listen to. I think an important part of my job is to listen to the Navy all the time so I can understand their requirements and translate them into action by the company. And the same holds true for our dealings with the Air Force.

PN: *Speaking of our customers, if you were in Washington D.C. and could have a direct influence on our nation's defense policies, what changes would you make?*

Oram: The thing that made Grumman and a lot of other companies superior was the ability to innovate very rapidly. When Mr. Grumman founded this company there were hundreds of others involved in aviation. There are very few of them left. Grumman innovated. Many didn't. But over the years both Congress and the military have developed a tendency to go slowly because of fear of being wrong. I think they go slower than they should because of the public exposure and ridicule that come when someone makes a mistake. This has let to a procurement policy that dictates a 10 to 13 year lapse from aircraft design to delivery — and that puts a damper on innovation. If I were to make one change it would be to encourage innovation instead with a new procurement policy.





Taking shape. *In Plant 1, the pylons are being assembled. First delivery: February 1981.*

DC-8 program update

(Continued from page 1)

While the first Super 70 Series aircraft is undergoing flight tests next summer, Grumman will be busy setting up its Stuart production line. The new building is scheduled to be completed in July 1981. "Meanwhile, our assembly lines on Long Island will continue to roll," says Pond. Eventually, four shipsets a month will be shipped to Tulsa.

"Throughout the test program, we'll have our engineering and production specialists on hand, ready to make recommendations and modifications," states Pond. "By the time the Long Island line is phased out in late 1981, the production bugs will be ironed out and the Stuart team will take on the entire assembly job."

Program update

When the United Airlines DC-8 arrived at Tulsa, Jackson McGowen, president of CAMMACORP, told attendees at the delivery ceremony that firm orders for the Super 70 Series now total 69. Options and letters of intent call for an additional 39. This brings the total on order or option to 108 of the 244 stretched DC-8s in service worldwide today.

Carriers who have placed orders and options for the new DC-8 include United Airlines, Delta Air Lines, Flying Tiger, Spantax, Capitol Airways, Japan Air Lines, Transamerica Airlines and Jet Aviation.

McGowen also said that the Super 70 program is designed to meet the aviation industry's requirements for complete compliance with Federal noise regulations by December 1984. In addition, the re-engined DC-8s will reduce aircraft fuel consumption by as much as 25 percent over present engines — saving 1 to 1.5 million gallons of fuel per aircraft annually.

"The DC-8 Super 70 will not only prove to be an environmentally good neighbor, but will also provide improved aircraft performance for the operator," McGowen added. Aircraft range is improved up to 25 percent, takeoff field lengths are reduced up to 10 percent, and higher initial cruise altitudes are possible.

Coming soon. *New building at Stuart will house DC-8 Series 70 production. Completion: July 1981.*

Turkey tips

Now that the holiday season is upon us, Food Services offers Grummanites tips on how to prepare and cook a turkey.

Dick Lindstrom, director of Food Services, suggests that you allow a full 24 hours for defrosting turkeys at room temperature or three days in the refrigerator. "Don't take the bird out of the plastic bag during the defrosting," says Lindstrom. "Oxidation will cause the exterior to turn brown."

Here are some other tips:

Allow approximately 15 minutes per pound at 325° when roasting uncovered without stuffing. For an uncovered stuffed turkey, allow 20 minutes per pound. When cooking in pan with cover, time will be reduced by 25 to 30 percent.

Do not pack stuffing tightly. To permit adequate heat penetration and expansion, stuff loosely.

When is your turkey cooked? Move drumstick up and down; the joint should give readily or break. Another test is to pierce the skin at the second leg joint; juices should be clear with no trace of red or pink.

If possible, use a meat thermometer. Place in center of thigh muscle; don't let it touch the bone. When it registers 185°, it is done.

For ease of carving, remove the stuffing and allow bird to cool for approximately 20 minutes.

Food Services welcomes callers. If you have any questions, call them on Ext. 3581, 3582 or 3950.

calendar

Aikido Club: every Mon. and Wed., 5 p.m., GAA bldg.; for sport and self-defense; L.I. Aidido Federation; all Grumman employees welcome. B. Bauman, Ext. 3013

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Dance Club: every Wed., 5-8 p.m., GAA Bldg. Guests welcome. E. Traina, Ext. 2263/M. Brown, Ext. 115-3406

Duplicate Bridge Club: every Thurs., 6 p.m., GAA bldg. Guests welcome. W. Lipman, Ext. 2407

Fencing Club: every Wed., 4:30-7:00 p.m., GAA bldg. Guests welcome. J. Hayne, Ext. 5556/P. Chaldaris, Ext. 3638

Folk Dancer's Club: (Calverton) every Thurs., 2nd Floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

French Club: Tues., Dec. 9 and Tues., Dec. 23, 5:30. For more information call L. Kaufman, Ext. 2323

Grumman team takes championship, with love

If Grumman's two varsity teams had a fight song, it would have to be, "I Can't Give You Anything But Love."

For those who aren't tennis buffs, "love" means "zero." That's all that Grumman's Gold team allowed its opponents in the 1980 season. The team finished first in the Long Island Industrial League's top division with a 14-0 record.

Grumman's Blue team finished third with a 9-5 record.

The Gold squad hasn't allowed another team to beat them since the tenth game of last season. The reasons are obvious, says Gus Spyridon, Gold co-captain.

"A wealth of talent exists here at Grumman" says Gus, "and we've had great success in teaming up players who complement each other."

Grumman's Blue squad finished third, a step below last year. Co-captain Vinnie Casale says, "Fairchild Republic was very strong this year, and that made the difference."

Casale feels that Grumman teams have won the division championship 16 times in the last 18 seasons because of their great depth, a point Spyridon also makes.

"Our number one player is pretty close in ability to our number 12 player," Spyridon explains. "We scraped by many times this season in spite of injuries, vacations, and business trips."

The Blue team had some tough games, too. "We'd like to have back our third match of the season, the one against Fairchild," says Casale. "That was a heartbreaker. We lost that by one point." As the season turned out, it was quite a heartbreaker for the squad. It cost them second place.

But the good wins make the losses easier to take. "One of our toughest matches was against Photocircuits," Casale recalls, "because that was one of the teams that had consistently beaten us in the past."

Ah, revenge.

They're the tops. *Grumman's Gold team, the league champions, are: (L to R) Johnny Hsu, Norm Dvoskin, Team Captain Gus Spyridon, Jacques Crouzet Pascal, Jerry Fogel, and Al Kirillin. Joe DiStefano, Billy Jaklitsch, Jay Leng, Craig Langwost, Andy Kaufmann and Dick Kline were not present for the photo session.*

Varsity seeks top bowlers

Trials for the men's and women's varsity bowling teams get underway early next year. All keglers vying for a slot on the varsity squads must fill in the entry form on this page and mail it to Recreation.

Here are the rules for the men's varsity trials:

To be eligible, a contestant must have compiled a minimum average of 175 for at least 24 games in an ABC league.

If a bowler competes in more than one league, his combined average must be no less than 175.

Season averages for roll-off entry must be computed as of the week of December 1-5.

Application blanks should be filled out completely and mailed to Recreation, A01-28A, by Friday, December 19.

Entry qualifications for the women's trials are the same as the men's with two exceptions: the entering or combined average is 125, and the league should be WIBC-sanctioned.

Roll-off action for the men will begin on Saturday, January 17 and continue each Saturday through February 14 at the Mid Isle Lanes in Hempstead at 5 p.m. The men will roll a total of 27 games. The field is cut to 24 keglers on January 24 and to 10 men on February 7.

At the Syosset Lanes, candidates for the women's varsity will bowl a total of eight games, four each night on February 7 and 14 at 6 p.m.

If you have any questions about the varisty try-outs, contact Recreation on Ext. 2133 or 2269.

Varsity Bowling Trials Entry Form

Name ....

Perm. No. ..... Mail Stop. ..... Ext. .....

Qualifying Averages

Men (175) Dec 1-5 inclusive — Woman (125) Dec 1-5 inclusive

Average — League — Lanes

.....

.....

Mail to: Recreation Dept., A01-28A

Two bus trips offered

Grummanites and their friends can combine sightseeing and holiday shopping if they sign up for Recreation's December 5-7 bus excursion to Pennsylvania.

The bus leaves Plant 3 on Friday, December 5, at 8 a.m. and goes directly to Reading which is known for its outlet stores (no taxes). Saturday entails a tour of Amish farmlands, a wax museum and other local sites. On Sunday, a visit to Hershey's Chocolate World is planned.

Cost is based on double occupancy per room: $125 for single; $115 for double and $110 for triple. The package includes transportation, accommodations, one dinner, one lunch and a cocktail party.

Call Recreation, Ext. 2133, for further details.

Mardi Gras

Grumman Recreation is sponsoring a Mardi Gras trip to New Orleans, February 26-March 8, 1981. But Creole isn't all you'll hear on this tour. Travellers will also visit Atlanta, and Washington D.C.

The trip costs $490 per person, based on double occupancy per room, $450 for triple occupancy and $650 for single. For details, call Ellen Drasser on Ext. 2133.

service milestones

40

Patsy Bernardo, Assy. Method & Plnng. (2)
Joseph Mystkowski, M&ME M/S (2)

35

William J. Fichter, Null Assy. (2)
Katherine Bergeman, Prod. Plt.-Mgmt & Staff (2)
Richard A. Boddy, Plastic/Plaster Tooling (11)
Bertram R. Bedell, ILS Prod. (15)
Victor R. Milligan, Elect. Wire Prep. (44)

30

Frank J. Cocchiola, Prod. Cntl-Parts Cntrl. (2)
Antoinette Wagenknecht, Welding Group (2)
Gordon E. Baylis, Tool Cntrl. (2)
Charles E. Benjamin, Supp. Equip. Prod. (5)
Emanuel Quaresimo, Stockrooms (5)
Gordon M. Campbell, Resources (5)
Harry Bowie, Trans-Ops. (7)
David Collins, Trans-Ops. (20)
Robert G. Rouse Jr., Property Mgmt. (30)
Earl W. Albright, M/T Equip. Eng. (30)
Henrietta A. Keveney, Mass. Prop. Anal. & Cntl. (40)

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Nicholas P. Apicella, Sub-Assy Major (1)
Charles C. Clanton, Ind. Eng. Crewload (1)
Anthony Scipione, Stockrooms (1)
James B. Scanlon, ILS Prog. Mgt. (1)
Arthur H. Huber, ILS Verif. & ILS Supp. (1)
William Creed, Major Assy. (2)
Edward Shumski, Fuselage Joining (2)
Edmund Boguta, Trans-Ops. (2)
Vincent G. Stano, Steel Parts Assy. (2)
Mary E. Harse, Business Mgmt & Admin. (2)
Joseph M. Amodeo, Forming Heat Treat & CM (2)
William A. Winslow, Flt. Ops. (4)
Richard H. Harrison, Invent. Cntrl. (4)
David B. Seeman, Flt. Crews (4)
Herbert Smith, Flt. Trans. (4)
John Nordin, Mass. Prop. Anal. & Cntl. (5)
Ralph Johannessen, Convent. Mach. (5)
James A. Green, Maint-Facil. Equip. & Gen. (5)
Richard J. Basak, Crew Sys/Equip. Integ. (5)
Raymond P. Seibert, Insp-Mech. (5)
John E. Condon, Engines (6)
Raymond F. Shea, Elect. Install. (6)
George Rottner, Structures (6)
Warren A. Unneberg, Prod. Release & Anal. (6)
Edward G. Clark, Assy. Methods & Plnng. (6)
Henry Steier Jr., Matl. Handl/Storage (6)
Thomas Smith, Final Assy. Insp. (6)
Joseph Goodwin, Prod. Deputy & Statn. Foreman (7)
Raymond Bromm, Maint-Rearrangement (12)
Charles W. Patterson, Elect. Test (14)
Daniel Baffo Jr., Employee Serv. (15)
Thomas E. O'Brien, Subcontractor Surveil. (25)
Richard G. Anderson, Prog. Manage E-2 (25)
William E. Smiddy, FAC Admin. (30)
Peter R. Walters, Gen. Acct. (30)
Robert Erath, Research Tech. Supp. & Op. (35)
Bertel Seberg, Envir. Cntrl. Des. (35)
William Misak, Controls & Mech. (40)
Anthony J. Parrella, Mech. Struct. & Assy. (43)
Pierce J. McCarthy, GSE Sched. (43)
John H. Geyer, Elect. Cable Fab. (44)
Charles E. Glynn, Crew Sys/Equip. Integ. (77)
Clifford C. Fenwick Tech. Ops. (77)
Irving E. Freling, Insp-Aerospace Assy. (86)
Frank J. Palermo, Flt. Test (88)
George E. Kaese, Structures (89)
John F. Carr, Grumman Corp. Vice Chairman. (111)

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Donald A. Hamilton, ILS Resource Cntrl. (1)
Frederick G. Danner, ILS Sys. Des. Eng. (1)
John S. Serra, Tanks & Ducts (2)
Mary Pennino, Prod. Release & Anal. (2)
Eleanore I. Dougherty, Distrib. Serv. (2)
Joseph Drab, Convent. Mach. (3)
John L. White, Instruct/Anal. (6)
John A. Grosser, Elect. & Mech. ILS Supp. (6)
Robert A. Tumilowicz, Aircraft Prog. (7)
William Zebroski Jr., Flight Avionics (7)
Kenneth A. Kneski, Elect. Fab. (7)
Ida M. Rucklos, QC Lab. (10)
Jean E. Zach, ILS Secretarial Serv. (15)
William F. Syracuse, ILS Tech. Writ. (15)
Fritz E. Meyer, ILS Prod. (15)
Ronald J. Bransfield, Field Ops. Servs. (25)
Frank H. Trimble, Config. Data Mgmt. (25)
Anthony G. Zimbalatti, Sys. Integ. (35)
Geoffrey Y. Gardner, Sys. Sciences (35)
Norman E. Wright, Maint-Rearrangement (36)
Philip E. Morris, ILS Sys. Des. Eng. (40)
Thomas T. Filardo, Avionics Purchasing (44)
Peter A. Franke, A/C Sys. Serv. (80)

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Angelo J. Giordano, Sub-Assy Major (1)
Edward Nolan, Sub-Assy (1)
Eugene R. Ricca, Final Assy (1)

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C. Clanton

A. Scipione

E. Boguta

V. Stano

M. Harse

J. Amodeo

H. Smith

J. Nordin

R. Johannessen

R. Erath

B. Seberg

J. Geyer

C. Glynn

C. Fenwick

J. Carr

I. Freling

T. Smith

J. Goodwin

R. Bromm

C. Patterson

D. Baffo, Jr.

T. O'Brien

R. Anderson

W. Smiddy

P. Walters

J. Green

R. Basak

R. Selbert

J. Condon

R. Shea

G. Rottner

W. Unneberg

E. Clark

H. Steier, Jr.

service milestones

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Stephen Ureichuck, Elect. Fab. (1)
Nathaniel G. Thomas, Elect. Fab. (1)
Woodrow Burden, I.E. Flow Seg. Plnng. (1)
William R. Nicholson, ILS Equip. Tech. Mgt. (1)
Edmund P. Murray, ILS Elect. Pack. (1)
Kenneth F. Bohrer, ILS Resource Cntrl (1)
Ernest A. Berlucchi, ILS Reqt. Def. (1)
William Golub, ILS Elect. Eng. (1)
Richard Bisland, ILS Elect. Eng. (1)
Robert S. Metz Jr., ILS RF/Cntrls. (1)
Al Pardes, Small Parts Fab. (2)
David Pascual, Cadmium Plate (2)
Kenneth H. Kiefer, Controls (2)
Leroy H. Jones, Sub-Assy (2)
William Santiago Calo, Propulsion Test (2)
Frank V. Caruso, Prod. Cntl-Parts Cntrl. (2)
William Hermanek, Welding Group (2)
George W. Thompson, Business Mgt. (2)
Alfonso LiCalsi, Producibility Eng. (2)
Charles A. Gardner, Prod. Eng. (2)
Anthony J. Mellino, Templates (2)
Frederick Pellicani, Templates (2)
Luciano J. Scirica, Jigs & Fixtures (2)
James J. Heffernan, Maint-Rearrangement (2)
James J. Scully, Maint. Wast Dispos. & Grond (2)
Alfred Tienken, Struct. Des. (2)
James F. Grassiano, Vehicle Liaison Eng. (2)
Martin E. Huddy, Insp-Mech. (2)
Robert L. Sedivy, Insp-Tooling (2)
Frank Ribaudo, Convent. Mach. (3)
Bernard J. Natale, Parts Paint (3)
Joseph H. Cambridge, Assemblies (3)
Richard P. Kearney, Mach. Ops. Business Office (3)
Ronald G. Rose, Mach. Op-Tech. Serv. (3)
Charles J. Graf, Mach. Op-Parts Ctl. (3)
Donald J. Mackinnon, Assy. Method & Plnng. (3)
Donato J. Rocillo, Maint-Rearrangement (3)
James R. Oakes, Maint. Wast Dispos. & Grond (3)
Bernard Nasshan, Insp-Mech. (3)
Joseph S. Grant, QC Lab. (3)
Luis M. Machuca, Flt. Avionics (4)
Nathaniel D. Berlin, Sys. Test/Flt. Integ. (4)
Muriel A. Kingery, Flt. Trans. (4)
Carl Anton, Config. Data Mgmt. (4)
George F. Rocchio, Final Assy. Struct. (5)
Ted J. Kupcewicz, ILS Comp. Sys. (5)
Louis M. Martinelli, ILS Comp. Sys. (5)
Edward G. Bruckner, ILS RF/Cntrls. (5)
Ralph H. Kuhland, ILS RF/Cntrls. (5)
Ralph A. DeVito, ILS RF/Cntrls. (5)

Martin Jungman, ILS Auto Test Equip. Eng. (5)
Vito J. Malfa, Maint-Rearrangement (5)
John J. Darlak, Maint-Facil. Equip. & Gen. (5)
Amos Lawrence, Maint-Facil. Equip. & Gen. (5)
Solomon S. Brickner, Struct. Anal. (5)
Sol Z. Fixler, Struct. Mech. (5)
Ernest E. Sahaida, Weight Optim & Tech. Devel. (5)
Richard Maue, Comp. Sys. Mgmt. & Staff (5)
Kenneth L. Simonsen, Electromech. Des. (5)
Richard H. Hadcock, Adv. Sys. Tech. M/S (5)
Robert L. Veatch, Ops. Anal. (5)
William Woo, Est. Resources (5)
John F. Pereira, Business Mgmt & Anal. (5)
Vincent A. Morano, Maint-Rearrangement (6)
James L. Hamelman, Fluids (6)
Harold G. Iwanicki, Elect. Install. (6)
Ib G. Hansen, Structures (6)
Joseph A. Sienkiewicz, Structures (6)
Dennis H. Amadio, Invent. Cntrl. (6)
John J. Henn Jr., Matl. Coord. (6)
Vincent J. Grandinetti, Matl. Coord. (6)
James F. Reynolds, Auto, Circuit Anal. ILS (6)
Robert P. Bidonde, Struct. Sys. Prod. Supp. (6)
Joseph T. Palazzo, Rec/Shipping Insp. (6)
William H. Perkins, ILS Sys. Des. Eng. (7)
William L. Hansome, Trans-Ops (7)
Walter Elsebough Jr., Trans-Ops (7)
Robert V. Podesta, Simulation (7)
William A. Rasmussen, Flt. Crews (7)
Thomas B. Madigan, FTT Flt. Dynamic & Load (7)
Douglas A. Murphy, FTT Systems (7)
Joseph E. Ram, RF Equip. Prod. Supp. (7)
Gerald Wiss, Air Traffic & Radio Comm. (7)
Frederick G. Ablan, Mfg. Sched. (9)
John A. Newark, Loads & Criteria (9)
Joseph F. Beattie Jr., Thrust Reverser & Nacelles (9)
Frank Federico, QC Lab (10)

Carry Naepflein, Meas. Stds. (12)
Walter M. Kalwara, Meas. Stds. (12)
Vincent J. Filigenzi, Elect. Test (14)
Harber DeMott, Elect. Test (14)
Robert W. Johnson, Office Mgmt. (15)
Ralph R. Peyser, ILS Tech. Writ. (15)
Anthony Rivello, ILS Tech. Illus. (15)
Lawrence Micalizzi Sr., ILS Pubs. Cntrl. (15)
Eugene M. Rothman, Central Shipping (17)
Michael J. Fassula, Central Ship. Cntrl. (17)
William Burkhardt, Trans-Equip. Maint. (20)
Victor Marchel, B/P Warehouses (21)
John F. Montiel, PPO-E-2 (25)

Vincent J. Sardi, Envir. Cntrl. Des. (25)
John E. Wills, Pwr. Plant Des. (25)
William E. Simpson, Cntrls. & Mech. (25)
Arnold L. Rosenblatt, Thermal Sys. (25)
Rocco H. Conticchio, Sys. Integ. (25)
Edward I. Rodriquez, Electromech. Des. (25)
Ulderico J. Cassara, Operations (25)
Anthony F. Alzmann Jr., Operations (25)
Edward W. Truslow, Eng. Resources (25)
Louis K. Milgram, Prog. Mgmt-F-14A (25)
Michael T. Tagliaferro, Config. Data Mgmt. (25)
Patricia P. Roswall, Medical (28)
Viola M. Drinkwater, Personnel Admin. (28)
Irving Solomon, Prototype (30)
John A. Carr, Matl. Shortage Cntrl. (30)
John W. Cunneen, Reqts. Plnng. (30)
Ralph C. Potter, Reqts. Plnng. (30)
William R. Certain, Matl. Sys. (30)
Frederick Ruppenstein, Matl. Sys. (30)
Douglas Reid, Tech. Reqts. (30)
John Schrittwieser, Process Eng. (30)
Charles L. Diamant, Proj. Mgmt. (30)
Irwin Weinstein, Elect. Eng. Pwr/Ctrls. (30)
Joan Kovach, Est. Resources (30)
Julio Diaz, Est. Resources (30)
Patrick F. McDonnell, Est. Resources (30)
James R. Quinn, ILS Resource Appl. (35)
Mae T. Gill, ILS Admin. (35)
Joseph Biagiotti, ILS Verif. & ILS Supp. (35)
Thomas J. Mulligan, ILS RF/Cntrls. (35)
Anthony M. Ioppolo, Struct. Des. (35)
Dennis M. Statuch, Electromech. Des. (35)
Henry H. Loshigian, S/W Prod. Tech. Dev. (35)
Alex Grumet, Sys. Sciences (35)
Michael Buscemi, Operations (35)
Vincent J. Amari, QC Quality Eng. (35)
Joseph S. Kost, ILS Mech. Eng. Mgt. (40)
Edward J. Flanagan, ILS Verif. & ILS Supp. (40)
Robert Woodruff, , ILS Verif. & ILS Supp. (40)
MaryLou VanWickler, ILS Log. Sys. Dev. F (40)
Richard F. Buttler, ILS RF/Cntrls (40)
James McMahon, ILS RF/Cntrls (40)
Alan Lipton, ILS RF/Cntrls (40)
Joseph A. Pepe, ILS RF/Cntrls (40)
Anthony Iacovino, ILS RF/Cntrls (40)
Robert J. Spencer, ILS Sys. Des. Eng. (40)
George Graf, ILS Sys. Des. Eng. (40)
Stanley Wieliczko, Tech. Reqts. (40)
Charles Webster, Tech. Reqts. (40)
Edward B. Richard Jr., Cntrls & Mech. (40)

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Due to a limited amount of space, some of this month's 15 year anniversary celebrants will be listed next issue.

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